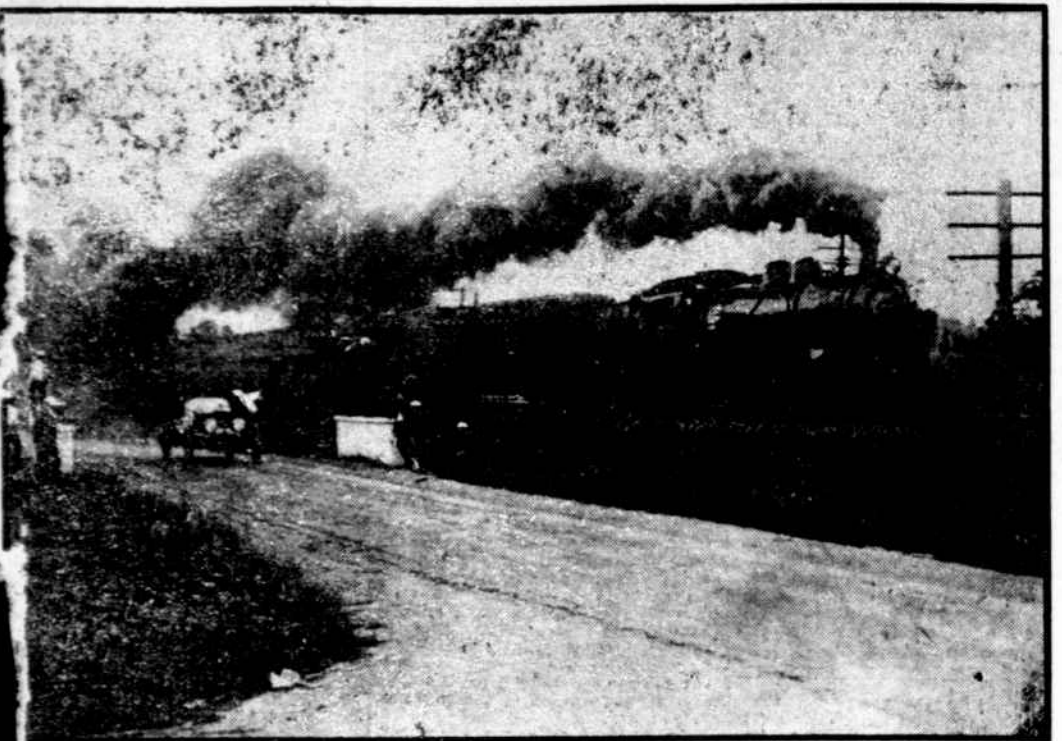


DARING JOE DAWSON beating the Royal Blue train with a Chalmers stock car. The Royal Blue is the fastest train on the B. & O., and often makes a speed exceeding seventy-five miles an hour at this particular point between Washington and Baltimore.



The Chalmers Gains Fame as a Racer.

Daring Joe Dawson drives a Chalmers stock car in thrilling race with the Royal Blue Limited, crack train on the Baltimore and Ohio between Washington and Baltimore and on a five-mile stretch and beats the train, which was running at a speed of between seventy-five and eighty miles an hour.

L. Crumley, general manager of the Combs Motor Company, Washington, distributed the Chalmers, and this demonstration to show Washingtonians what the Chalmers could do under the most trying circumstances.

Joe Dawson is world-famous as a dare-devil driver, and willing to take anything unusual in the way of automobile speed demonstration, evading that he knows the car and its confidence in its sturdy capabilities. He has driven the Chalmers in many races and holds the world's

speedway record with that car, hence they are playmates so to speak, and Dawson is always on the job when it comes to showing off the Chalmers. It is a wonderful driver and absolutely fearless. Dawson says that the endurance and speed of the Chalmers far exceeds that of any other automobile made in America.

This is far-reaching, but Dawson evidently knows what he is talking about, as he has run more races and driven more different makes of cars than any other man with the possible exception of Barney Oldfield. Washingtonians will recall that in a contest that took place a few weeks ago, the Chalmers broke four world records and took the honors from the Hudson. Dawson tells his friends that the Chalmers is mechanically perfect and the question of appearance is not to be discussed as even Joe Dawson can see that its lines and general appearance are most refined.

Dawson when he beat the Baltimore and Ohio train with the Chalmers car. Some facts:

The Combs Motor Co., have moved into their new quarters on Connecticut avenue, and have showrooms that are a credit to Washington. The Chalmers cars are on the floor and ready for immediate delivery.

Somewhere in California the Hudson claims to be the first over the Tioga pass. This pass is located in the Sierra mountain range. They Hudson over this pass July 18. How did he do it?

H. B. Leary is yelling at the factory for Maxwell pleasure cars and trucks. He is sold out. This means that more Maxwell cars are being sold than any other make in Washington.

For instance, during the month of July Mr. Leary sold twenty-two Maxwell trucks in Washington. Can you beat it?

Ben Favorite sits at his desk in the showrooms of the Harry Motors Company, at Fourteenth and N streets, and looks wise. He should look happy. He has sold six Hudsons in the last two weeks. Ben says it is the car. But Ben is naturally modest.

Theodore Hellbronn, president of the Northern Auto Service Company, has returned, and looks fairly well for an old man. He says that the Anderson Six and the Roamer are selling as fast as he can get cars shipped to Washington.

The Jennings Motor Sales Corporation is still in the receivers' hands. They expect to get a hearing about October 20. This is a long time to wait. In the meantime the Hal Twelve, Elgin and Crow-Elkhart are not being represented in Washington.

The Columbia Motors Company, of Detroit, Mich., will soon be represented in Washington. The Columbia is a beautiful job in performance and appearance. There is no reason why this car should not sell in Washington.

Mr. Jordan, of the Jordan Motors Company, of Cleveland, is expected in Washington in a few days. He will soon close contracts with Washington distributors for the Jordan car. The Jordan merits consideration.

The automobile editor of The Washington Herald has just returned from a short Middle-western trip, where he was confronted with unusual conditions. Most of the automobile factories are working three shifts each day. The plants never close. It is almost impossible to meet the national demand for pleasure cars and trucks.

A. J. Woodruff, of the Woodruff Motor Company, is getting away with a big sales record on the Empire car. He thinks he knows more about the train service and mileage between Chicago and San Francisco than the automobile editor of The Herald, but he has lost his bet.

Joe Trew is back from his factory trip and has several Peerless cars on his showroom floor. Joe is a fine fellow and has one of the best automobile sales organizations in Washington. But his crowning success was securing the Peerless contract in Washington. It is impossible for any man to appreciate this magnificent automobile until he has become a Peerless owner.

DARE-DEVIL DRIVERS TO RACE AT BENNING

Labor Day Event Promises Excitement to Holiday Crowds.

Powerful cars and dare-devil drivers promise excitement at the Labor Day event at Benning's track, in view of the fact of the large number of entries that are coming in, and they already list the fastest cars and most daring drivers that ever faced a starter since the feature meet has been held.

The prizes hung up are sufficient to make every driver push his car to the limit. In addition to the National Motor Speedway Association under whose auspices the meet is to be held, are spending considerable money in making the necessary repairs to the track.

The Jimmy and Jimmy Junior, the late Bob Burman racing team, owned by the Kline Car Corporation, of Richmond, have undergone some adjustments making them faster than ever. The drivers of these cars are Joe Minker, of Richmond, and Earl French, pioneer dirt track driver. The Beaver Bullet was formerly owned by Irving Barber and recently purchased by Chas. E. Dagenett, for the purpose of racing this car on all the prominent motor speedways in the United States. The driver of the car will be W. H. Kessler, who can certainly get all out of a car that there is in it.

Another entry, the Donohoe Special, a sixteen valve Ford job, is said to have averaged 100 miles an hour on Sheepshead Bay track. This car is to be driven by Irvin T. Donohoe. Another car to be watched in the racing line, entered by W. Baum and driven by W. Rittenhouse, should certainly prove a surprise.

The Middle Car Corporation has signified their intentions of entering one of their famous Middle Jobs, to be driven by Guy Morton. The Marquette Buick, owned by Harry Meyers, of Washington, and driven by the owner, should certainly give the rest an awful rub, as this car has been in competition on the various tracks in this country.

The Ford Special owned and driven by W. L. Frazier, should make a fine showing.

Prior to the Automobile races will be four interesting Motorcycle events under the Federation of American Motorcycle Association.

The Washington and Baltimore people will not be troubled with car service because the Washington Railway and Electric Company and the Washington, Baltimore and Annapolis Company will run special cars. The Baltimore people will be taken directly to the track, the gates will open at 1 o'clock p. m.

Admission will be 50 cents.

TRAVELING MACHINE SHOPS USED IN ARMY.

Fully Equipped Outfits Cost About \$10,000 Apiece.

An interesting development in the use of motor trucks in military operations is a completely equipped repair shop mounted upon a three-ton motor truck, says the Power Wagon. During the expedition into Mexico a number of these portable machine shops were used by our army to keep in repair the fleets of power wagons that transported supplies and munitions over the rough roads south of the border. The value of a repair shop that could accompany an army without difficulty was demonstrated very thoroughly by about twenty such vehicles built for our own forces, and an equal number that serve the allies in Europe. They were designed and equipped at a cost of about \$10,000 each.

Aside from their military value, they have great possibilities for road builders, bridge builders, and contractors for all kinds of extensive construction in out-of-the-way places. Wherever there is heavy hauling to be done by motor trucks in sparsely settled parts of the country, the repair shop that can go to the job is a saver of time and money. Special equipment would be provided for contractors making use of implements that require unusual tools.

The machine tools include a 16-inch drill press and 13-inch swing by 5-foot screw-cutting lathe with compound rest, suitable face plate, checks, and steady back rests. The bench cabinet of solid oak is set to the rear of the lathe and press carries an electric grinder and machinist's and pipe vices, while its drawers contain a complete equipment of tools. Altogether, the motor truck carries more than 1,000 tools, large and small. The cabinet and the lathe and drill press are solidly bolted to the floor, while the forge is designed to be used on the ground beside the vehicle. When traveling, it is carried on the top of the cabinet.

PRETTY MOTOR CAR WOMAN'S DEMAND

Taste of Buyer Is Builder's Influence, Says Paige President.

"The demand of the American woman for beauty in the automobile she drives or rides in has been one of the prime factors in the development of motor cars," says Harry M. Jewell, president of the Paige-Detroit Motor Car Company. "Our efforts to meet that demand have been one of the principal reasons for our own progress and explain to a large degree such measure of popularity we may have won."

"The woman prospective buyer demands first, that her automobile shall be a beautiful car; second, that it shall be an easy-riding car; third, an easy car to control, and fourth, that the power flow shall be flexible."

"To be so easy to understand, represent to the trained automobile engineer a complex series of technical requirements. They have all been analyzed at the Paige factory and steps taken to meet them."

"For example, in the matter of easy-riding, the foundation of Paige reputation is the original Paige cantilever spring suspension, supplemented by seats and seat springs designed to produce the maximum of comfort and which represent a development of several years' experience."

"The matter of ease of control is taken care of by providing a smooth, working clutch, easy gear shifting, smoothly acting brakes and conveniently arranged controlling devices. The flexibility of power flow, which gives the car an ability to skim over the steep hills on high or to drop to a walking-pace in stiff traffic was perhaps the hardest of the engineering

problems and present achievements in this direction are the result of the concentrated effort of highly skilled technical men.

"The public now profits by these qualities that add so much to motor-vehicle enjoyment, but they can have little realization of the labor entailed in realizing them. The good work goes on and each year finds additional refinements."

THE WASHINGTON HERALD

AUTO SERVICE COLUMN

Does the Benz still hold the mile record or has this been beaten by the Packard or some other car—W. B. J. The Benz still holds the American mile straightaway record of 23.4 seconds.

onds. A 300-horsepower Fiat, driven by Duray at Ostend, Belgium, in 1911, traveled a mile in 23 seconds, or at the rate of 16 miles per hour. The record is not an official one because abroad the car must be driven the distance in both directions, but Duray drove only in one. The Packard of which you speak, broke all American speedway records from one to ten miles at Sheepshead Bay, New York, but it does not hold the mile straightaway.

Would it be possible for a storage battery to fail if only one cell was out of order? I have been told that two cells of my battery are all right, yet it does not function properly—C. B. K.

If one cell is completely dry it may cause an open circuit and the whole battery will fail. This trouble may be due to a broken jar.

How can I clean the top on my car? I have been told that gasoline is bad to use—Chas. D. The top should be cleaned with

soapsuds and water. Rub the suds in well all over the top and wash with clear water. Use good castile soap. Gasoline, kerosene and similar liquids ruin the layer of rubber in the top.

Who makes the best wire wheels for attachment to the Ford car and how much does the complete equipment cost?—J. van D.

If you will enclose a stamped and addressed envelope, a list of manufacturers of wire wheel equipment for Fords will be sent to you.

I am having persistent trouble with my storage battery, although I am careful to keep the liquid up to the proper level. Do you think the generator can be the cause of the trouble?—New Owner.

The trouble probably lies in the fact that your generator is not set for the correct charging rate for the particular service you demand of the car. You may be driving a great deal at night, consuming current for lighting, starting often and the generator is

not supplying enough current to keep the battery up to the mark. Consult the nearest service station for the manufacturer of your battery.

Hard-Paper Substitutes for Wood and Tin.

Many containers, and other articles, formerly made exclusively of wood, tinplate, vulcanized rubber, and metal or fibrous materials, can now be made of paper, at lower cost and equally serviceable, by means of special machinery which winds paper with an adhesive on one side, into tubes or barrels in an infinite variety of sizes and shapes. The tubes being especially opportune for such substitutes, hard-paper products may soon replace wood for shipping packages, large and small; also for machine accessories such as split pulleys, hawster rolls, tool and other handles, and many purposes in the electrical industry. Samples of the new product are shown in the August Popular Mechanics Magazine.

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